

The Hong Kong Telegraph.

No. 2152.

THURSDAY, FEBRUARY 7, 1889.

SIX DOLLARS
PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.
AUTHORISED CAPITAL £1,000,000.
PAID-UP CAPITAL 500,000.
Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, Issues LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS!
Fixed for 12 months, 5 per Cent. per Annum.

" " 4 " "

ON CURRENT DEPOSIT ACCOUNTS 3 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, of the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER, Manager, HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £7,500,000.
RESERVE FUND 4,000,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COUNT OF DIRECTORS:
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq.
S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq.
J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq.
L. PONSECKER, Esq.
J. F. HOLLIDAY, Esq.
N. A. STEPS, Esq.
B. LAYTON, Esq.
E. A. SOLOMON, Esq.

CHIEF MANAGER,
HONGKONG—G. E. NOBLE, Esq.
MANAGER,
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 per Cent. per Annum
For 6 months, 4 per Cent. per Annum
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, 1st January, 1889.

**RULES
OF THE
HONGKONG SAVINGS
BANK.**

THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.

DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

INTEREST at the rate of 3% per annum will be allowed to Depositors on their daily balances.

EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

CORRESPONDENCE as to the BUSINESS of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.

G. E. NOBLE,
Chief Manager.

Hongkong, 1st January, 1889.

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NOTICE.
HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectively informed that, if upon their arrival in this HARBOR some of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Chief Manager.

Hongkong, 1st August, 1889.

19

Intimations.



FOR THE RACES.

FASHIONABLE TWEED SUITINGS, TROUSERINGS COATINGS, VESTINGS, SILK and MERINO HOSIERY, LONG CLOTH SHIRTS LINEN COLLARS, DERBY SCARFS, GOODWOOD TIES, TERAI and FELT HALTS, BOOTS, SHOES, GLOVES, &c., &c.

FOR THE RACES.

RACING JACKETS and CAPS, (SILK or SATIN), RIDING BREECHES, RIDING BOOTS and TOPS, RACING and other SADDLES, SADDLE CLOTHS, BRIDLES and BITS, SUITS of CLOTHING, RIDING WHIPS, CURRY COMBS, BRUSHES, and all STABLE REQUISITES.

FOR THE RACES.

JAUNAY'S CHAMPAGNES, "ROYAL BLEND" and "SPECIAL SELECTED" WHISKIES, BRANDIES, GIN, PORTS, SHERRIES, CLARETS, EMPIRE PALE ALES, EMPIRE EXTRA STOUT, FINEST BRANDS of CIGARS, and CIGARETTES, TOBACCO.

ALSO,

AN ENTIRELY NEW STOCK of SMOKER'S REQUISITES.

The HALL & HOLTZ CO-OPERATIVE COMPANY LTD.

Hongkong, 26th January, 1889.

Shipping.

STAEMERS.

"SHIRE" LINE OF STEAMERS.
FOR NAGASAKI, KOBE & YOKOHAMA.
THE Steamship

T

"CARDIGANSHIRE"

will be despatched for the above Ports, on the 10th instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 4th February, 1889.

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SAILING VESSELS.

FOR LONDON AND HAMBURG.
THE A. I. British Bark

W. QUINE, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

PUSTAU & Co., Agents.

Hongkong, 22nd December, 1888.

36

FOR NEW YORK.

THE 3/3 A. I. American Ship

"PACTOLUS"

Burnham, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co., Agents.

Hongkong, 19th December, 1888.

34

FOR NEW YORK.

TO San Francisco \$200.00
To San Francisco and return, } 350.00
available for 6 months, }
To Liverpool 325.00
To London 320.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on previous to sailing.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full, and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:

To San Francisco \$200.00
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To London 320.00

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Intimations.

DAKIN BROS. OF CHINA,
L I M. I T E D.
C H E M I S T R Y.SPECIAL AGENTS
for
MELLIN'S FOOD,
FOR
INFANTS AND INVALIDS.WHY MELLIN'S FOOD is the best for
Infants and Invalids.
MELLIN'S FOOD dissolved in milk, yields a
Perfect Food, after Nature's Model, contain-
ing all the substances required for the support
and nourishment of the whole body.MELLIN'S FOOD is not farinaceous and is
perfectly free from starch.MELLIN'S FOOD does not contain cane-sugar.
MELLIN'S FOOD is rich in blood, brain, and
bone-forming components.MELLIN'S FOOD contains a large percentage
of soluble carbohydrates and nitrogenous
matter in such a form, that it is readily
assimilated by the youngest infant or
debilitated invalid.(Telephone No. 60).
22, QUEEN'S ROAD CENTRAL,
Hongkong, 2nd January, 1889.A. S. WATSON & CO., LTD.,
Established A.D. 1841.FAMILY, DISPENSING, & GENERAL
CHEMISTS.WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS.Importers and Exporters of MANILA CIGARS.
SEEDSMEN.

WINE and SPIRIT MERCHANTS.

PATENT MEDICINE PROPRIETORS
andMANUFACTURERS OF AERATED
WATERS.

BUSINESS ADDRESSES:

THE HONGKONG DISPENSARY,
HONGKONG.THE SHANGHAI DISPENSARY,
SHANGHAI.THE HONGKONG DISPENSARY,
TIENTIN.

THE BOTICA INGLESA, MANILA.

THE HONGKONG DISPENSARY, HANKOW.

THE DISPENSARY, FOOCHEW.

THE CANTON DISPENSARY, CANTON.

Hongkong, 18th January 1889.

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The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 7, 1889.

LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s extra steamer *Khiva*,
from Bombay, left Singapore for this port at
8 a.m. to-day.BOULANGER's popularity in France is commonly
attributed to his outspoken declarations that
Alsace-Lorraine must be won back from Germany.By a majority of nearly three to one the enlightened
Legislature of Hawaii have abolished their army to a force of 65
men and a military band.AN Emergency meeting of Zetland Lodge, No.
525, will be held in Freemasons' Hall, Zetland
Street, on Monday, the 11th instant, at 5
p.m. precisely. Visiting brethren are cordially
invited.A CRICKET match H. K. C. C. v. Navy will
commence-to-morrow at 2 p.m. and continue on
Saturday at 11 a.m. Tiffin will be provided on
the Ground on Saturday. The following will
represent the Club:—T. S. Smith (Capt.), Major
Johnston, R.E.; Major Miles, R.A.; E. M. Blair,
R.E.; S. L. Darby, Dr. Atkinson, A. J. Campbell
(1st), J. Barton, F. Bramwell (5th), W. Greig,
and another.The *Courrier d'Haiphong* says that a rumour
has been spread as to the new Governor-General's
early retirement to France, which it has great
pleasure in contradicting. "We are," says our
contemporary, "so much in the habit of seeing
Governors and Residents-General succeed each
other every three months that the fact of Mr.
Richard having held office for eight months has
caused many a resident to inquire how long he
will continue in power."A LITTLE schoolboy of the Chinese persuasion
got gambling with the youthful cook of the good
Launch *Ede* yesterday, and lost. His first impulse
was to pick up his stakes and run away, and his
second, when cook caught him, to yank out a
knife and stab the said cook, cooler through four
jackets. Mr. Wodehouse thought if the boy's
western end got a good warming-up from his
mother (the boy's) it would do him all the good
in the world. But that youth ought to go across
to 'Frisco. He is simply wasting himself here.The Chinese constable who stands around with
a straw saucer on his head and a far-away look
in his eyes must be spoken to very gently after
dark. Duncan McDonald, an engineer, fell into
the Harbour last night, owing to his being under
the impression that he was in the Cowgate, and
when he got out he was about as excited as he
was wet. He tapped a ukong on the shoulder
and said "Would you get me a rick-hick-ata,"
which to the untrained mind of that officer was
a threat. McDonald refused to be arrested
quite till some more policemen came, but at
length he was "celled" and slumbered on a
board in his wet clothes. Mr. Wodehouse
understood his explanation this morning and
charitably let him off on paying \$3 for tearing
the ukong's cap.WHAT the *China Mail* genius will probably call
"the China New Year epidemic of fires" raged
several nights for about the second time this
year. The top floor of a California merchant's
hong in Wing Lok Street got on fire a little before
ten o'clock, and the flames spread rapidly. The
Bridges were promptly on the spot, but they
were far from *fyi* in getting the water, although
the *Praya* was so near. The upper floors
were blazing brightly when the first stream
was brought to bear, and there was some danger to
the opposite buildings. The shop was very long,
running right through the *Praya*, and the
stock-burnt fiercely, but the walls were impervious,
and the flames did not spread. Many
jets were ultimately got to work, and in half-an-
hour all danger was over. The upper floors
were gutted, and next door suffered from the
water. Messrs. Russell & Co., agents for the
California Insurance Co., had insured for \$15,000.A COOK was deporred in November last, and
told to stay so for the next five years. He
thought the time was up yesterday, and started
"doing the block" in Yau Ma Tei. General Gordon's
minions will call him daily at five a.m. for the
next twelve months.A CENSUS of Haiphong taken early last month
disclosed that the European population
of that port mustered 510 in number, of which
456 were returned as being of French nationality.
Italians came in next with a muster of 11. The
British stand fourth with six residents.THE *Avenir du Tonkin* gives full details of the
taking of Cho-Moi by the French forces on the
17th ultimo. The African battalion was the first
to advance on the fortified position of Cho-Moi,
and after a severe engagement, during which the
French had an officer and 18 men killed and 7
officers and 60 men wounded, the position was
the effect. On the central facade the character-
istic device was an anchor, between the letters
"R.N." outlined in coloured lamps. The
entrance hall was quite changed—the pillars
were hidden in bunting, and, surrounded by
plants, two brass howitzers commanded the
doorways of the cloak-rooms. The broad, red-
carpeted staircase must have had great pains
devoted to its elaborate and effective decoration.
A novel coat of arms, the quartering of which
were formed by an admiral's flag—the gules
being anchors—guns and screw propeller sur-
mounted by the crest, a naval crown resting on
a gilded model of a fish torpedo—the supporters
being a live blue-jacket and marine with a
union jack and white ensign held in the outer
hand—with the motto underneath "Per mare."
At the turn a large model of the *Impératrice*,
with lights showing through the ports, was
not before Mr. Wodehouse this morning.
P.C. Johnston boarded the *Ichang* on her arrival
from Canton yesterday, and, seeing a woman
with three young girls, made inquiries and
immediately arrested her as a procurer. She was
brought up this morning, and the girls gave
evidence. One said she had been bought for
\$500, another had been transferred, body and
soul, for \$300, and the third, girl of fourteen,
had been given as security for a loan. The latter made a
curious statement—her mother had borrowed
the money from the prisoner and given her in
exchange; she was going to Singapore to be a
prostitute, and she wanted to go. The woman
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taking of Cho-Moi by the French forces on the
17th ultimo. The African battalion was the first
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a gilded model of a fish torpedo—the supporters
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taking of Cho-Moi by the French forces on the
17th ultimo. The African battalion was the first
to advance on the fortified position of Cho-Moi,
and after a severe engagement, during which the
French had an officer and 18 men killed and 7
officers and 60 men wounded, the position was
the effect. On the central facade the character-
istic device was an anchor, between the letters
"R.N." outlined in coloured lamps. The
entrance hall was quite changed—the pillars
were hidden in bunting, and, surrounded by
plants, two brass howitzers commanded the
doorways of the cloak-rooms. The broad, red-
carpeted staircase must have had great pains
devoted to its elaborate and effective decoration.
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hammered it, &c. I think the reduction of the thickness of the plates in the fore peak from 5-16ths to 3-16ths makes her unsafe to use as a river steamer. According to "Veritas" the cement should be taken up for re-surveying. I see from the rules of the Board of Trade that it should be. If a ship had been ashore and cracked her cement I should have the broken cement cut away and a patch put on. That can be done. Cement is put on to preserve the iron plates and rivet-heads. I am not aware that since the *Paig* was in dock she has carried cargo.

Capt. E. Burnie, in cross-examination by Mr. Robinson, said:—I saw the *Paig* several times whilst she was at Wanchai. I examined the boiler space on one occasion, and saw them cutting out the cement from the sides of the floors, but nowhere else. I saw them putting new cement over old in the boiler-space. That was not properly done. It was about three inches thick, old and new. The addition of two uprights to the bulkhead would strengthen it, but filling the fore-peak would relieve the strain, as she would have to bear the extra weight. I ordered the fore-peak to be filled, and a pump fixed there. I see that the contract for repairs in 1886 amounted to \$14,000—that was after she had been stricken. Several new plates had to be put in, but I cannot say that she was made fit to be insured. She was repaired under my supervision, and a number of repairs I wanted done were not sanctioned. If a deck had been added it would strengthen the ship if the frame-work were good, but it is not. The thin plates were pitted with rust inside. I think that some of the best plates were taken out when she was in dock, and bad ones left in. I examined the ship in the interests of the under-writers, who have to look to the safety of cargo. I wanted to see if the hull was in a fit condition for cargo-carrying, and I say she is not fit. I do not know at all that she would do for passenger-traffic—she would not be insured. She could not carry cargo without risk of damage. I do not know whether she could carry cargo that was not easily damaged. If she stuck in the mud with a full cargo in her she would not be likely to break in two, but she might if she was on a reef. In my opinion the Surveyor was not justified in issuing the certificate of the 26th November, 1888, irrespective of marine insurance. I am of opinion that the ship is unseaworthy, from two points of view—as a seaman and a surveyor to insurance companies. I saw the ship in June 1883, when under repair here and she was then in good condition. She had got in such a state between then and September 1883 that at the latter date her class was omitted, and a black line put against her in the list. The floors and many plates were worn out, but I do not think they were removed. In 1886 I had most of the cement in the fore and aft holds removed and renewed. The plates in the middle of a ship like the *Paig*—the plate-keel type—wear quickest, especially in narrow rivers. It is the type of small-draught vessels. I did not test the keel plates, as she was not in dry dock, and I do not know how much they are worn out or not. By inference I think they are much worn. The hammer is the thing to test them by; the water test would not satisfy me. I do not know that the *Paig* has been carrying cargo since then, I know she has left the Harbour, but I have only heard she has been running to Canton. I have not studied the Board of Trade rules as to surveying but I used to be a government surveyor. I have never given a certificate to a ship coming under special survey after large repairs without drilling the plates after removing the cement. I know nothing of universal rules, or the usual custom of other surveyors—those are my instructions. Lloyd's rules say the cement must be removed. There are no rules for surveying smooth-water vessels; I am guided by commonsense. They are in a different class. I am not aware that the Board of Trade have special rules for inspecting such vessels.

The Court was then about to adjourn when Mr. Francis, in pursuance of a former application, asked the President to formally note that the petitioners claimed as a right that before any survey was made on behalf of the Court the vessel should be gutted.

The President:—I will take a note of it, certainly.

Mr. Francis further asked to point out that in asking that his clients were not seeking to put the owners of the *Paig* to any expense, as they (the petitioners) were bound under heavy bonds to be answerable for all damages and expenses, and whatever cost the owners were put to they would be compensated if the petitioners were proved to be in the wrong.

The President asked if it was not a little strong to demand the Court to do a certain thing?

Mr. Francis admitted that it was, but submitted that they had a right to demand it, as the responsible parties. Having put the evidence that they had before the Court, showing that no proper investigation could be made unless the ship was cleared, they demanded it, fully understanding that they were responsible if their assertions were disproved.

The President:—Shouldn't you leave it to the Court to say how the survey should be carried out? If we are of opinion that it cannot be done without gutting the ship?

Mr. Francis:—The decision must ultimately rest with the Court; I am only saying how we are placed. Neither time nor expense will be spared to investigate the matter, but what is decided must rest with you.

Mr. Robinson said that although the petitioners were clearly liable to pay all costs if the decision was adverse the owners of the *Paig* were at a disadvantage, in that they could not sum mon the Surveyor without the sanction of the Governor. He asked that the Court would recommend his attitude.

The President ultimately announced that the Court would visit the vessel to-morrow morning, and would probably resume its sitting in the afternoon.

Mr. Francis indignantly protested. Any survey that could be made in so short a time, without docking her, was reducing the thing to a farce. It could only be superficial and be protested against it.

The President postulated with him, but Mr. Francis asserted that it had been announced that the survey would be over by two o'clock.

The President thanked him for the information. Mr. Francis said he understood it so.

The Court then adjourned.

LATE TELEGRAMS.

The subjoined telegrams are taken from our Sydney exchange, received by the China Navigation Co.'s steamer *Chenaria*, Captain Williams, which arrived in port this afternoon.

LONDON, January 8th. Mr. Archer, the Agent-General for Queensland, is making arrangements for the engagement of a Commission of Railways for Queensland, at a salary of £3,000 per annum, and also of an Assistant Commissioner at a salary of £1,500. Her Majesty the Queen will visit Brixton, in the south of France, in March next.

An Inquiry has been held by the Board of Trade at Glasgow, into the wreck of the barque *Renfrewshire*. The board decided that there was no evidence to show how the vessel was lost. The average price obtained for the Melbourne Gas Company's loan of £50,000 at 4 per cent., tenders for which were opened to-day, was £107,100.

January 9th. Four hundred thousand salmonova have been collected in Scotland for shipment to New Zealand.

The Union Bank of Australia has declared a dividend of 12 per cent., and carry forward \$22,000.

A petard was exploded in the Royal Palace at Madrid yesterday, without, however, causing any serious injury. Several bombs have been exploded in Madrid recently.

Mr. Goschen, Chancellor of the Exchequer, intends to improve the gold coinage system.

An unsuccessful attempt has been made to destroy the Prefecture of Police in Leghorn, Italy.

by means of dynamite.

The revenue of France for the past year has amounted to 40,000,000 francs above the estimate, chiefly owing to the taxes on sugar and foreign corn.

The German officials in Samoa have accused Mr. Blacklock, the United States Consul, and Captain Levy, of the American war vessel *Admiral*, of having instigated the recent rising in Samoa, by supplying Matafua with rifles. Prince Bismarck has made a formal complaint to the United States authorities at Washington.

The Earl of Rosebery and Sir John Lubbock have been nominated as candidates for the first election to the London County Council under the new Local Government Act. Many of the nobility are candidates for the County Councils in the provinces.

The Maori footballers have defeated the Huddersfield team by two goals and a try to two goals.

The National Bank of Australasia have secured business premises in Bishopsgate-street.

The Dowager Empress Augusta, of Germany, has requested Prince Bismarck to contradict the statement that her councillor, Von Brandis, revealed secret war despatches to Sir Robert Morier, British Ambassador in St. Petersburg, when he was in the diplomatic service in Germany at the time of the Franco-German war.

The Christitch Cabinet in Servia, who tendered their resignations to King Milan, will retain office for the present. Considerable difficulty has been experienced in forming a new Cabinet.

A Chinaman, in the course of an interview with the Canadian Ministers at Ottawa, stated that Chinese merchants were preparing for the migration of million Chinese from the United States to Canada and Australia.

January 10th. A letter which is believed to have been written by H. M. Stanley has reached Zanzibar, addressed to the King of the Belgians.

There is considerable friction between England and Portugal respecting the occupation by the latter of Nyassaland, in East Africa. The difficulty is becoming acute. The Standard says that Lord Salisbury must vigorously resent Portugal's claim to control the mouths of the Zambezi River.

Severe fighting has taken place in Hayti between the Republican forces and the insurgents. The forces of the President have been defeated.

A section of the German press urges that annexation of Samoa by Germany, asserting that American interests are not large enough to justify any dispute with Germany over the matter.

The Bank rate of discount is now quoted at 4 per cent.

News has reached here to the effect that an unsuccessful attempt has been made on the life of the Ameeer of Afghanistan, Abdurrahman Khan.

While the Ameeer was parading his troops on Boxing Day at Herat, a Sepoy fired at him but missed his aim. The Sepoy was at once killed.

The French vintage shows a yield of 30,000,000 gallons in excess of last year, and 176,000,000 gallons below the average of the past 12 years.

Herr Tisza, the Hungarian Premier, threatens to resign unless the bill for the increase of the Austrian army is adopted.

The New York Supreme Court has decided that any sugar company joining a cartel would thereby forfeit its charter.

An English syndicate is attempting to create a corner in the tobacco trade.

The Vienna *Togblatt* declares that Signor Menabrea informed M. Goblet that Italy would blockade Tunis if France enforced the decree regarding the employment of Italian teachers. France then practically withdrew the decree.

At a sitting of the National League Convention at Naas, in Ireland, Mr. William O'Brien urged that the Irish people should employ their whole strength in resisting the course pursued towards them by the present Government.

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To-day's Advertisements.

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THEATRE ROYAL CITY HALL, HONGKONG.

SATURDAY,
the 9th February, 1889, at 9 P.M.

Under the Patronage of
HIS EXCELLENCY THE GOVERNOR.

MADAME KORFF and MADAME MAILLARD.

PROGRAMME.

1.—Sonata, Op. 22. SCHUMANN.
MME. KORFF.

2.—Ric. Romance. ROSSINI.
MME. MAILLARD.

3.—Capriccio. MÜLLER.
MME. KORFF.

4.—Voujui dire. RUPES.
MME. MAILLARD.

5.—Rhapsodie Hongroise. LISZT.
MME. KORFF.

INTERVAL.

1.—Ballade. CHOPIN.
MME. KORFF.

2.—Air. MAILLARD.

3.—Romance. KULLAK.

4.—Parole. BRAHMS.

5.—Liebeslied. LISZT.
MME. KORFF.

PRICE OF ADMISSION. \$2.00

Tickets may be had at Messrs. LANE,
CRAWFORD & CO.

Hongkong, 7th February, 1889. [180]

FOR SHANGHAI.

THE Steamship

"NINGPO."

Captain F. Schulz, will be despatched for the above Port, on SATURDAY, the 9th instant, at 4 P.M.

For Freight or Passage, apply to

SIEMSEN & CO.

Hongkong, 7th February, 1889. [189]

THE SCOTTISH ORIENTAL STEAMSHIP
COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamship

"KONG BENG."

Captain R. Jones, will be despatched for the above Ports, on SATURDAY, the 9th instant, at 8 A.M.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, 7th February, 1889. [178]

STEAM TO YOKOHAMA, VIA NAGASAKI
AND KOBE.

(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"ANCONA"

will leave for the above places on SATURDAY, the 16th instant, at DAYLIGHT.

By Order,

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 28th January, 1889. [139]

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ZAFIRO."

Captain McCaslin, will be despatched for the above Port, on MONDAY, the 1st instant, at 4 P.M.

For Freight or Passage, apply to

RUSSELL & CO.,
General Managers.

Hongkong, 7th February, 1889. [180]

NOTICE TO COMPRADORES.

TENDERS will be received, up to the 25th

February instant, for the SUPPLY of the

PROVISIONS required for the use of the

SAILORS' HOME. The Contract to be from 1st

March, 1889 to 28th February, 1890.

</div

Commercial.

CLOSING QUOTATIONS:
Hongkong and Shanghai Bank—169 per cent.
Union Insurance Society of Canton—\$120 per share, sellers.

China Traders' Insurance Company—\$80 per share, sellers.

North China Insurance—Ths. 200 per share, buyers.

Canton Insurance Company, Limited—\$120 per share, sellers.

Yantze Insurance Association—Ths. 97 per share, buyers.

China Insurance Company—\$165 per share, buyers.

On Tai Insurance Company, Limited—Ths. 150, per share.

Mongkong Fire Insurance Company—\$370 per share, sales and buyers.

China Fire Insurance Company—\$82 per share, buyers.

Hongkong and Whampoa Dock Company, 36 per cent. premium, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$22 per share, ex. div., sellers.

China and Manila Steam Ship Company—175 per share, sellers.

Hongkong Hotel Company—\$170 per share, nominal.

Indo-China Steam Navigation Company—Limited—124 per cent. dis. buyers.

Douglas Steamship Company—\$70 per share, buyers.

China Sugar Refining Company, Limited—\$210 per share, buyers.

Lason Sugar Refining Company, Limited—\$90 per share, sellers.

Mongkong Ice Company—\$97 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share.

Mongkong Dairy Farm Co., Limited—\$150 per share, sellers.

A. S. Watson & Co., Limited—100 per cent. premium, sellers.

Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

Mongkong Rope Manufacturing Company, Limited—\$104 per share, buyers.

Porak Tin Mining and Smelting Company—\$5 per share, nominal.

Punjum and Sunghee Dua Samantan Mining Co.—\$11 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—91 per cent. premium, buyers.

Tonquin Coal Mining Co.—100 per cent. premium, buyers.

The Hongkong High-Level Tramway Co., Limited—250 per cent. premium, nominal.

The East Borneo Planting Co., Limited—\$30 per share, sellers.

The Songel Kohay Planting Co., Ltd.—\$42 per share, sellers.

Cruickshank & Co., Ltd.—\$45 per share, sellers.

The Steam Launch Co., Limited—100 per cent. premium, nominal.

The Austin Arms Hotel and Building Co., Ltd.—20 per cent. dis. buyers.

The China-Boineco Co., Ltd.—30 per cent. prem., sellers.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/4

Bank Bills, on demand 3/4

Bank Bills, at 30 days' sight 3/4

Bank Bills, at 4 months' sight 3/4

Credit at 4 months' sight 3/4

Documentary Bills, at 4 months' sight 3/4

ON PARIS.—

Bank Bills, on demand 3/2

Credits, at 4 months' sight 3/0

ON INDIA, T. T. 21/8

ON Demand 22/0

ON SHANGHAI.—

Bank, T. T. 7/1

Private, 30 days' sight 7/8

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul \$680

(Allowance, Taels 4 to 32).

OLD MALWA, per picul \$690

(Allowance, Taels 16 to 32).

NEW PATNA, (without choice) per chest \$550

NEW PATNA, (first choice) per chest \$580

NEW PATNA, (bottom) per chest \$593

NEW PATNA, (second choice) per chest \$575

NEW BERNARIES, (without choice) per chest \$574

NEW BERNARIES, (bottom) per chest \$570

NEW PERSIAN (best quality) per picul \$550

OLD PERSIAN (best quality) per picul \$500

OLD PERSIAN (second quality) per picul \$475

REPORTS:

MAILS EXPECTED.

THE AMERICAN MAIL.
The P. M. S. S. Co.'s steamer *City of Peking*, with the American mail, left San Francisco on the 15th ultimo, and is expected here on or about the 16th instant.

The O. & O. S. S. Co.'s steamer *Arabie*, with the American mail, left San Francisco on the 24th ultimo, and is due here on the 26th instant.

THE CANADIAN MAIL.

The steamer *Parthia* left Vancouver for Japan and China on the 22nd ultimo.

STEAMERS EXPECTED.

The 'Shin' line steamer *Cardiganshire*, from London, &c., sailed from Singapore for this port on the 2nd instant, and is expected here on the 9th.

The 'Glen' line steamer *Glenlyon*, from London, &c., left Singapore on the 2nd instant, and is due here on the 9th.

The Austro-Ungarian Lloyd's steamer *Maria Theresa*, from Trieste, left Singapore on the 2nd instant.

The Ocean Steamship Co.'s steamer *Menelaus*, from Liverpool, left Singapore on the 3rd instant, and is due here on the 10th.

The Ocean Steamship Co.'s steamer *Antenor*, from London, left Singapore on the morning of the 7th instant, and is due here on the 12th.

The P. & O. S. N. Co.'s extra steamer *Khiva*, from Bombay, left Singapore on the 7th instant, at may be expected here on the 13th.

Shipping.

ARRIVALS.

PHRA CHOM KLAO, British steamer, 1,071, W. H. Watson, 6th Feb.—Bangkok 30th Jan., General—Yuen Fat Hong.

NIEERSTEIN, German steamer, 731, Bartels, 7th Feb.—Wuhu 31st Jan., Rice and General—Melchers & Co.

JOHANN, German steamer, 428, H. Blinge, 7th Feb.—Hoibow 2nd Feb., General—Wieler & Co.

ANTON, German steamer, 396, E. Aerboe, 7th Feb.—Haiphong 3rd Feb., and Hoibow 5th, General—Wieler & Co.

FOOKSANG, British steamer, 991, W. E. Sawyer, 7th Feb.—Whampoa 7th Feb., General—Jardine, Matheson & Co.

FUSHUN, Chinese steamer, 1,503, A. Croad, 7th Feb.—Whampoa 7th Feb., General—C. M. S. N. Co.

FUSHIKI MARI, Japanese steamer, 1,219, Franck, 25th Jan.—Nagasaki 16th January, Coals—M. B. Kaishi.

GWLOR, British steamer, 1,602, J. W. Nantes, 1st Feb.—Bombay 13th Jan., and Singapore 25th, General—P. & O. S. N. Co.

HESPERIA, German steamer, 1,136, L. Madsen, 6th Feb.—Kobe 31st January, General—Siemens & Co.

HALLOWONG, British steamer, 783, J. S. Reach, 7th Feb.—Swatow 6th Feb., General—D. Lapraik & Co.

ABERGELDIE, British steamer, 1,878, J. Murray, 7th Feb.—New 6th Dec., Petroleum and General—Russell & Co.

NINGPO, German steamer, 762, Schulz, 7th Feb.—Whampoa 7th Feb., General—Siemens & Co.

CHANGSHA, British steamer, 1,503, Williams, 7th Feb.—Australia 7th January, Coal and General—Butterfield & Swire.

MILITA, German steamer, 339, H. Mörck, 9th Jan.—Haiphong 5th Jan., Rice—Wieler & Co.

MEMNON, British steamer, 824, A. Dorff, 5th Feb.—Singapore 20th January, General—Butterfield & Swire.

METAPEDIA, British steamer, 1,454, J. B. Purvis, 3rd Feb.—Nagasaki 20th January, Coals—Takasima Collyer Co.

PILOT FISH, British steamer, 161, A. Stapani—Hongkong and Whampoa Dock Co.

PROVINCIA, British steamer, 1,005, Mackenzie, 29th Jan.—Kudat 8th Jan., and Singapore 21st, Timber—Captain.

SEPTIMA, German steamer, 783, P. Hansen, 4th Feb.—Saigon 29th Jan., Rice—Geo. R. Stevens & Co.

TAIWAN, British steamer, 1,500, A. Varden, 13th Jan.—Wellington, N.Z., 24th Nov., and Sourabaya 25th Dec., General—Butterfield & Swire.

TAIWAN, British steamer, 1,109, T. H. Clegg, 3rd Feb.—from Sourabaya, Sugar—Butterfield & Swire.

THIBET, British steamer, 1,671, P. W. Case, 5th Feb.—Yokohama 26th January, General—P. & O. S. N. Co.

TRITOS, German steamer, 1,142, A. Bleicken, 2nd Feb.—Saigon 29th Jan., Paddy—Ed. Schellinss & Co.

TSINAN, British steamer, 1,460, W. N. Allison, 6th Feb.—Kobe 31st January, General—Butterfield & Swire.

SOLE AGENTS for RAHTJEN'S GENUINE COMPOSITION

FOR THE BOTTOMS OF IRON SHIPS

CARBOLINEUM AVENARIUS PRESERVATIVE AGAINST ROTTING, DECAY, &c., OF WOOD.

CHR. MOTZ & CO., BORDEAUX, CLARETS.

IMPERIAL CHAMPAGNE, LA GRANDE MARQUE.

FLENSBURG STOCKBEER, ENGINEERS AND BLACKSMITHS' TOOLS AND EVERY KIND OF SHIP'S STORES AND REQUISITES.

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AT REASONABLE PRICES.

ALL KINDS OF COALS

SUPPLIED AT THIS SHORTEST NOTICE.

HONGKONG, 1st January, 1889.

REPORTS:

The German steamer *Johann* reports that she left Hoibow on the 5th instant. Had strong north winds with lively sea and clear weather.

The British steamer *Changsha* reports this; she left Australia on the 7th ultimo. Had fine weather till crossing the China Sea; thence strong westerly gale and heavy confused sea.

The British steamer *Phra Chom Kla* reports that she left Bangkok on the 30th ultimo. Had fine weather from Bangkok to 18th north; thence to port had strong head winds and high seas.

The British steamer *Haikong* reports that she left Swatow on the 6th instant. From Swatow to port had moderate north-easterly wind and fine clear weather until midnight, then light variable wind and cloudy weather to port. In Swatow, the steamships *Hallan* and *Wenchow*.

Post Office.

A MAIL WILL CLOSE.

For Yokohama and Kobe—Per *Iphigenia*, to-morrow, the 8th instant, at 9:30 A.M.

For Straits and Bombay—Per *Thibet*, to-morrow, the 8th instant, at 11:30 A.M.

For Nagasaki, Kobe, and Yokohama—Per *Gavalor*, to-morrow, the 8th instant, at 11:30 A.M.

For Singapore—Per *Hesperia*, to-morrow, the 8th instant, at 11:30 A.M.

For Sandakan, Kudat, and Labuan, Per *Mennion*, to-morrow, the 8th instant, at 3:30 P.M.

For Saigon—Per *Citro*, to-morrow, the 8th instant, at 4:30 P.M.

For Port Darwin, Brisbane, Sydney, and Melbourne, &c.—Per *7 sinan*, to-morrow, the 8th instant, at 5:00 P.M.

For Hongkong—Per *Frey*, to-morrow, the 8th instant, at 5:00 P.M.

For Swatow and Bangkok—Per *Kong Bang*, on Saturday, the 9th instant, at 7:30 A.M.

For Straits and Bombay—Per *Phaeno*, on Saturday, the 9th instant, at 11:30 A.M.

For Straits and Batavia—Per *Cameria*, on Saturday, the 9th instant, at 1:30 P.M.

For Shanghai—Per *Ningpo*, on Saturday, the 9th instant, at 3:30